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A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503-797-1916 | FAX 503-797-1930



METRO

REVISED

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: January 10, 2008

TIME: 7:30 A.M.

PLACE: Council Chambers, Metro Regional Center

- | | | | |
|----------------|-----|---|------------------------------|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | Rex Burkholder, Chair |
| 7:45 AM | 5. | CONSENT AGENDA | |
| | 5.1 | * Consideration of the JPACT minutes for December 13, 2007 | Rex Burkholder, Chair |
| | | @ Resolution No. 08-3899, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Include the US30B: 122 nd to 141 st Safety Project and the I-205: Willamette River Bridge Project | Ted Leybold |
| | 6. | ACTION ITEMS | |
| 7:50 AM | | * JPACT Bylaws Amendment – Authorization for 30-day written notice | Andy Cotugno |
| | 7. | INFORMATION ITEMS | |
| 8:00 AM | 7.1 | @ Resolution No. 08-3891, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations – <u>DISCUSSION</u> | Andy Cotugno |
| 8:15 AM | 7.2 | @ Input on Reduction to FY 08-11 ODOT Modernization Program – <u>DISCUSSION</u> | Jason Tell |
| 8:25AM | 7.3 | # DRAFT Agenda for February 1 st JPACT Retreat – <u>INFORMATION</u> | Andy Cotugno |
| 8:40 AM | 7.4 | @ Scoping High Capacity Transit (HCT) System Plan – <u>INFORMATION</u> | Tony Mendoza |
| 8:50 AM | 8. | ADJOURN | Rex Burkholder, Chair |

* Material available electronically.

** Material to be emailed at a later date.

@ New or revised material.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916. e-mail: Newellk@metro.dst.or.us

To check on closure or cancellations during inclement weather please call 503-797-1700.



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

December 13, 2007

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Rod Park, Vice Chair
Sam Adams
James Bernard
Rob Drake
Fred Hansen
Robert Liberty
Lynn Peterson
Jason Tell
Paul Thalhofer
Ted Wheeler
Bill Wyatt

AFFILIATION

Metro Council
Metro Council
City of Portland
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
TriMet
Metro Council
Clackamas County
Oregon Department of Transportation (ODOT - Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Multnomah County
Port of Portland

MEMBERS EXCUSED

Dick Pedersen
Royce Pollard
Roy Rogers
Steve Stuart
Don Wagner

AFFILIATION

DEQ
City of Vancouver
Washington County
Clark County
Washington DOT

ALTERNATES PRESENT

Nina DeCoucini
Doug Ficco

AFFILIATION

DEQ
Washington DOT

GUESTS PRESENT

Jesse Cornett
Danielle Cowan
Jef Dalin
Doug Ficco
Elissa Gertler
Kathryn Harrington
Donna Jordan
Susie Lahsene
Tom Markgraf

AFFILIATION

PSU
City of Wilsonville
City of Cornelius
Washington DOT
Clackamas County
Metro Council
City of Lake Oswego
Port of Portland
Columbia River Crossing

Sarah Masterson
Sharon Nassett
Dave Nordberg
Lawrence O'Dell
John Osborn
Ron Papsdorf
Karen Schilling
Phil Selinger
Paul Smith
Randy Tucker

Office of Congressman Earl Blumenauer
ETA
DEQ
Washington County
CRC
City of Gresham
Multnomah County
TriMet
City of Portland
Metro

STAFF

Kim Ellis, Joshua Naramore, Robin McArthur, Tom Kloster, Kelsey Newell

1. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:33 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS

Ms. Sharon Nassett: Ms. Nassett encouraged committee members to closely review the Columbia River Crossing (CRC) estimated budget and itemized costs for park and ride facilities, bridge repair, housing and business displacement and so on.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

There were none.

5. CONSENT AGENDA

Consideration of the JPACT minutes for November 8, 2007

MOTION: Councilor Rod Park moved, Mayor Jim Bernard seconded, to approve the November 8, 2007 meeting minutes. With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Resolution No. 07-3831A, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update

Ms. Kim Ellis appeared before the committee and presented Resolution No. 07-3831A and Exhibits A, B and C. She highlighted additions to the resolution that focused on performance

measures, compliance with state planning requirements, developing a financial strategy and prioritizing broader investments. Additionally, Ms. Ellis emphasized that the document will be subject to refinements based on the additional analysis of the state component. Next steps include the air quality conformity analysis. Committee members will be asked to take final action on the air quality conformity and 2035 RTP by electronic ballot in February.

Exhibit B

Ms. Ellis presented TPAC's recommendations to JPACT for Exhibit B on value pricing and the regional transportation system.

VALUE PRICING

TPAC disagreed with Metropolitan Policy Advisory Committee's (MPAC) recommended language for Objective 4.3 on Value Pricing. The committee recommended to JPACT that the language be revised to read, "~~Consider~~^{Promote} a broader application of value pricing as a potential management tool." TPAC felt that with ODOT currently studying tolling, a conclusion has not yet been reached on how or where value pricing should be applied. TPAC agreed that value pricing could potentially be an important management tool in the future.

Mayor Rob Drake supported MPAC's recommended language and felt that the public should help fund projects. Mayor Drake did not feel that the term "consider" provided the aggressive language needed in the RTP.

Mr. Jason Tell clarified the definition of value pricing and emphasized the need to publicize and educate the public on this funding issue. ODOT offered to present information from their value pricing plan.

Commissioner Wheeler stated that the RTP is a planning document and that it is the elected officials' responsibilities to promote the ideas within it. He recommended the following language:

MOTION: Commissioner Ted Wheeler moved, Mayor Drake seconded, to amend TPAC's recommended language on value pricing to read, "Consider and selectively promote as appropriate a broader application of value pricing as a potential management tool."

ACTION TAKEN: With all in favor the motion passed.

REGIONAL SYSTEM

TPAC highlighted the importance of defining the regional system and recognize that funding sources and responsibilities and regional priorities need to be established.

The committee had no comments on TPAC's recommendation.

Exhibit C

Mr. Fred Hansen submitted a memorandum regarding proposed amendments to Exhibit C on senior and accessible housing. (Handout included in the meeting record.)

Councilor Robert Liberty emphasized the need to standardize measures to help compare the projects.

MOTION: Mr. Hansen moved, Commissioner Lynn Peterson seconded, to amend Exhibit C of Resolution No. 07-3831A to include TriMet's recommended changes.

ACTION TAKEN: With all in favor the motion passed.

MOTION: Mr. Hansen moved, Mayor Drake seconded, approve the federal component of the 2035 RTP.

Discussion:

Mr. Tell stated that the Oregon Transportation Commission (OTC) would review and provide comments on the RTP when completed. He identified four topics for further discussion by the OTC: economic competitiveness, process, congestion and tolling.

Commissioner Peterson stated that the federal component of the RTP is a great start for the state component; however, she emphasized the need to implement and evaluate the regional vision. She was concerned that the discussion of project implementation had been lost between JPACT and Metro. Commissioner Peterson emphasized that Metro should facilitate the project implementation discussion and that agency and jurisdictional representatives on JPACT should work together on moving regional projects forward. She stated that as JPACT moves forward with the state RTP, so should a parallel discussion on a financial strategy.

Mayor Bernard and Commissioner Wheeler reiterated Commissioner Peterson's statement emphasizing the public's fading interest in the projects and the need for action. Metro should act as the facilitator and lead agency on moving the region forward in the overall vision of the regional transportation plan.

The majority of committee members supported Clackamas, Multnomah and Washington Counties' comments and highlighted the importance of establishing regional funding priorities and exploring additional funding and revenue sources. Members emphasized the committee and Metro needed to take a bolder approach in decision-making.

Additional discussion included performance measures and outcomes, complete regional systems and how to compare projects.

ACTION TAKEN: With all in favor and one abstention (Jason Tell) the motion passed.

7. INFORMATION / DISCUSSION ITEMS

7.1 **CRC Results**

Mr. John Osborn of CRC appeared before the committee and provided an update on the CRC project. (Presentation and binder included in the meeting record.) The presentation included information on the project background, process, alternatives and results:

- Project Background
 - Including major milestones, locally preferred alternative (LPA) choices, project schedule
- Bridge and Highway
 - Replacement and supplemental bridge renderings
- Traffic
 - Key Findings and comparisons
- Transit
 - Transit mode key findings and annual river crossings
- Community Livability
- Public Involvement
- Cost Evaluation
 - Risk assessment results

Councilor Liberty did not support the CRC project stating that if selected the project would severely limit available funds for other projects.

Mr. Tell stated that the federal government has identified the project of national significance. Consequently, the project has received additional funding sources beyond local earmarks. Several federal funding accounts exist for projects such as this. A similar approach is currently being discussed for the state level.

8. ADJOURN

Chair Burkholder distributed a draft version of Resolution No. 08-3891. Committee members will discuss and take action on the 2009 federal appropriations request at the January and February meetings respectively.

Seeing no further business, Chair Burkholder adjourned the meeting at 9:07 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 13, 2007

The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Memo	12/13/07	To: JPACT From: Fred Hansen, TriMet RE: Proposed Amendment to Exhibit C to Resolution No. 07-3831A	121307j-01
7.1	Binder	12/13/07	CRC Binder and PowerPoint Presentation	121307j-02
8.0	Resolution	N/A	Resolution No. 08-3891, exhibit A and staff report	121307j-03
6.2	Newsletter	Fall 2007	OTREC Fall Newsletter	121307j-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-)	RESOLUTION NO. 08-3899
11 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by Councilor Rex Burkholder
INCLUDE THE US30B: 122 nd TO 141 st SAFETY)	
PROJECT AND THE I-205: WILLAMETTE)	
RIVER BRIDGE PROJECT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation has designated US30B (Sandy Boulevard) between 122nd and 141st Avenues to receive funding from the State Safety program to add a center turn lane, widen shoulders and other investments; and

WHEREAS, the Oregon Department of Transportation has designated the I-205 Bridge over the Willamette River (George Abernethy Bridge near Oregon City) to receive funding from the State Bridge program to overlay pavement on the bridge deck and repair bridge joints; and

WHEREAS, these are new transportation projects requiring amendment into the MTIP prior to funds being made available to the projects; and

WHEREAS, the US30B project has been determined through inter-agency consultation to not be of regional significance with regard to air quality; and

WHEREAS, the I-205 Bridge project is exempt from air quality conformity determination per federal regulations; and

WHEREAS, the projects are consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to include the US30B: 122nd to 141st and the I-205 Willamette River Bridge projects into the 2008-11 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of January 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3899, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE US30B: 122ND TO 141ST SAFETY PROJECT AND THE I-205: WILLAMETTE RIVER BRIDGE PROJECT

Date: January 17, 2008

Prepared by: Ted Leybold

BACKGROUND

Two new projects have been proposed by the Oregon Department of Transportation (ODOT) to receive funding since the adoption of the 2008-11 Metropolitan Transportation Implementation Program (MTIP) by JPACT and the Metro Council in August of 2007. All transportation projects to receive federal transportation funds must be included in the MTIP. The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP.

1. The US30 (Sandy Boulevard): 122nd to 141st Avenue project is proposed to receive funding from ODOT's Safety Program. This project was originally proposed following 146 reported crashes reported between 1999 and 2004. The site became recognized as a top 10% Safety Priority Index System (SPIS) location. ODOT is working to add a center turn lane, shoulder/bicycle lane and sidewalks in an effort to improve safety along this road segment. This project has been identified by Region 1 staff as a priority for safety funds not already committed to projects in the existing 2008-11 MTIP. Programming will be for \$492,000 preliminary engineering in 2008, \$113,000 right-of-way in 2009 and \$3,260,000 construction in 2010.
2. The I-205 Willamette River Bridge project has been identified as priority for funding from ODOT's Bridge Program. The state bridge management system tracks the condition of all bridges in the state and recommends priorities for improvements. The proposed work associated with the I-205 Willamette River Bridge project includes joints replacement and deck overlay. Programming is for \$707,000 preliminary engineering in 2008 and \$13,491,000 construction work in 2010.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the US30B (Sandy Boulevard): 122nd to 141st Avenues safety project and to the I-205 Willamette River bridge project.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3899.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 08- 3901
JOINT POLICY ADVISORY COMMITTEE ON)	
TRANSPORTATION BYLAWS)	Introduced by Councilor Rex Burkholder

WHEREAS, Title 23 of the Code of Federal Regulations, Part 450, and Title 45, Part 613, require establishment of a Metropolitan Planning Organization (MPO) in each urbanized area; and

WHEREAS, these federal regulations require that principal elected officials of general purpose local governments be represented on the MPO to the extent agreed to among the units of local government and the Governor of the state of Oregon ("Governor"); and

WHEREAS, the Governor, on November 6, 1979, designated Metro as the MPO for the Oregon portion of the Portland-Vancouver urbanized area; and

WHEREAS, the Governor of the State of Washington, on January 1, 1979, designated the Southwest Washington Regional Transportation Council as the MPO for the Washington portion of the Portland-Vancouver urbanized area; and

WHEREAS, ORS chapter 268 authorizes Metro to prepare and adopt a functional plan for transportation; and

WHEREAS, the involvement of local elected officials and representatives from transportation operating agencies is essential for the successful execution of these responsibilities; and

WHEREAS, the Federal Highway Commission and the Federal Transit Administration recommended a review and update to the bylaws of the Joint Policy Advisory Committee on Transportation (JPACT) for consistency with changes in population growth and distribution in the region; and

WHEREAS, JPACT prepared revisions and endorsed the revisions to its bylaws proposed by this resolution on February 14, 2008; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the amendments to the JPACT Bylaws as shown in Exhibit A, attached and incorporated into this resolution.

ADOPTED by the Metro Council this 28th day of February 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
(JPACT)**

BYLAWS

ARTICLE I

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

**ARTICLE II
MISSION**

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

**ARTICLE III
PURPOSE**

Section 1. The purpose of JPACT is as follows:

a. To provide the forum of general purpose local governments and transportation agencies required for designation of ~~the Metropolitan Service District~~ as the metropolitan planning organization for the Oregon ~~urbanized~~ portion of the Portland metropolitan area, defined as the Metro jurisdictional boundary or the Metro urban growth boundary whichever is greater, and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.

b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.

c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.

~~d. (Pending establishment of an Urban Arterial Fund) To establish the program of projects for disbursement from the Urban Arterial Fund.~~

Section 2. In accordance with these purposes, the principal duties of JPACT are

as follows:

a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.

b. To approve and submit to the Metro Council for adoption short and long-range growth forecasts and periodic amendments upon which the RTP ~~and other Metro functional plans~~ will be based.

c. To approve and submit to the Metro Council for adoption the Unified [Planning Work Program \(UPWP\)](#) and periodic amendments for the Oregon and Washington portions of the metropolitan area. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

d. To approve and submit to the Metro Council for adoption the Transportation Improvement Program (TIP) and periodic amendments. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

e. To approve and submit to the Metro Council for adoption the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

f. To periodically adopt positions that represent the [region's consensus on](#) ~~con-~~ transportation policy matters, including adoption of regional priorities on federal funding, ~~the Surface Transportation Act~~ [federal transportation reauthorizations and appropriations](#), the ~~Six-Year Highway~~ [State Transportation](#) Improvement Program priorities and regional priorities for LRT funding. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

g. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.

h. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

~~i. The Metro Council may propose legislation on any of the matters described above for the consideration of JPACT.~~

ARTICLE IV COMMITTEE MEMBERSHIP

Section 1. Membership

- a. The Committee will be made up of representatives of the following voting jurisdictions and agencies:

	<u>Members</u>	<u>Votes</u>
Multnomah County.....	1	1
Washington County.....	1	1
Clackamas County.....	1	1
City of Portland.....	1	1
Cities of Multnomah County.....	1	1
Cities of Washington County.....	1	1
Cities of Clackamas County.....	1	1
Oregon Department of Transportation...	1	1
TriMet.....	1	1
Port of Portland.....	1	1
Department of Environmental Quality....	1	1
Metropolitan Service District (Metro)....	3	3
State of Washington.....	3	3
TOTAL	17	17

- b. Alternates may be appointed to serve in the absence of the regular members.
- c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the ~~represented~~ cities represented by these positions of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the

city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

c. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

d. Members and alternates from the two tri-county agencies (TriMet and the Port of Portland) will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency. As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Rapid Transit (SMART).

e. Members and alternates s from the ~~Metropolitan Service District Council~~ will be elected officials and will be appointed ~~nominated~~ by the ~~Presiding Officer of the Metro Council~~ President ~~in consultation with the Metro Executive Officer and confirmed by the Metro Council~~ and will represent a broad cross-section of geographic areas. The members and alternate will serve until removed by the Metro Council President ~~Presiding Officer of the Metro Council~~.

f. Members and alternates s from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council ~~IRC Transportation Policy Committee~~.

h. Terms for all members and alternates listed above commence on January 1 of each year.

ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of the Committee will be held monthly at a time and place established by the chairperson. Special or emergency meetings may be called by the chairperson or a majority of the membership. In the absence of a quorum at a regular monthly meeting or a special meeting, the chairperson may call a special or emergency meeting, including membership participation and vote by telephone, for deliberation and

action on any matters requiring consideration prior to the next meeting. The minutes shall describe the circumstances justifying membership participation by telephone and the actual emergency for any meeting called on less than 24 hours' notice.

b. A majority of the voting members (or designated alternates) of the full Committee (9 of 17 members) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. Each member shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall be entitled to ~~one (1) vote. The chairperson shall vote only in case of a tie.~~

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "cities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee and to handle Committee business, correspondence and public information.

ARTICLE VI OFFICERS AND DUTIES

a. The chairperson and vice-chairperson of the Committee shall be ~~designated~~ nominated-appointed by the Metro ~~Presiding Officer~~ Council President and confirmed by the Metro Council.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. The chairperson shall vote only in the case of a tie.

ed. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

ARTICLE VII RECOGNITION OF TPAC

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

ARTICLE VIII AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a majority vote of the Metro Council.

b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3901, FOR THE PURPOSE OF AMENDING THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) BYLAWS

Date: February 14, 2008

Prepared by: Andrew C. Cotugno and
Joshua Naramore

BACKGROUND

As part of the 2004 Federal Triennial Certification Review, the Federal Highway Administration and Federal Transit Administration issued the following recommendations to review the bylaws and membership of JPACT to reflect the dramatic changes in the region's area and population since the inception of the committee:

- 1. Because of the recent inclusion of the City of Wilsonville and the emerging City of Damascus in the MPO boundary, the considerable growth of the MPO population in general and public comments indicating a perception that smaller jurisdictions may not be adequately represented in MPO matters, it is recommended that the MPO members review the existing policy board representation and voting structure and either reaffirm its adequacy or agree on appropriate modifications*
- 2. It is strongly recommended that other MPO members also evaluate the effectiveness of SMARTs input opportunities and consider appropriate alternatives.*

Federal law requires that MPO policy boards be comprised of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials¹. In response to this recommendation, Metro agreed to initiate a review of JPACT membership and operating bylaws. Amending bylaws requires a two-thirds vote of the full JPACT and a majority vote of the Metro Council. Over the past few months, a review of JPACT membership and operating bylaws was undertaken. A special Membership Subcommittee was formed to begin exploring options and potential revisions to JPACT bylaws.

Two memos were presented to JPACT. The first explored population growth trends in the incorporated and unincorporated areas as well as the demographic changes in the cities and counties. The region's population has grown dramatically from 1980 – 2005 with more than 80 percent living within cities. The second memo identified regional transit service districts that provide service into or within the MPO boundary. Based on the information presented, the special JPACT Membership Subcommittee, recommended amendments to the JPACT Bylaws.

This Bylaw amendment proposes to clarify the role of TriMet as a regional transit representative and requiring periodic coordination with South Metro Area Rapid Transit (SMART). Additionally, language is proposed that clarifies that the "Cities of Clackamas County" member seat represents the City of Wilsonville, which is the governing body of SMART. Language is also proposed to be added that

¹ "Metropolitan Planning." Title 49 U.S.Code, Sec. 5303. <<http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAIISdocID=61971321540+0+0+0&WAISaction=retrieve>>

clarifies the Clackamas County member seat and describes its representation of Canby Area Transit (CAT), South Clackamas Transit District (SCTD) or the City of Molalla, and Sandy Area Metro (SAM), as regional transit service providers that provide service within the MPO boundary.

In addition to the proposed amendment dealing with representation of transit districts, this amendment includes a number of edits and corrections. Finally, this amendment adds Section 2 (i) providing for the Metro Council to propose legislation for JPACT consideration. As with existing provisions of Section 2, this and all actions require the approval of JPACT and the concurrence of the Metro Council. The Subcommittee is continuing to consider possible amendments involving membership, particularly membership by cities.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Metro Resolution No. 90-1189A (FOR THE PURPOSE OF ADOPTING THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) BYLAWS), adopted on July 12, 1990.
3. **Anticipated Effects** The purpose of this proposed amendment is to clarify the representation of SMART and other regional transit service providers, as well as to update current language. The revisions will respond to the FHA and FTA request for review and possible changes to the bylaws.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution No. 08-3901.

ODOT REGION 1 MODERNIZATION REDUCTION PROCESS

In order to resolve a shortfall of modernization funds the Oregon Transportation Commission has directed that the modernization portion of the approved '08-'11 State Transportation Improvement Plan (STIP) be reduced by \$70 million.

REDUCTIONS TO MODERNIZATION (thousands)

Region	Total 2008-2011 Reductions Based on Region MOD Equity Splits
1	\$26,040
2	\$20,472
3	\$10,647
4	\$7,186
5	\$5,656
Total	\$70,000

Regions will work with their ACTs or ACT-like bodies to identify project reductions to meet the above target by **February 29, 2008**.

ODOT REGION 1 MODERNIZATION REDUCTION CRITERIA

1) Project Readiness

- a. Preserving funds for projects going to bid in 2008 is the first priority.
- b. Projects going to construction in 2009 should not be impacted if possible.

2) Leverage

- a. To preserve leveraged funds and maximize return on investments, every effort should be made to minimize the impact to projects with federal earmarks, OTIA, local funds or other leveraged funding.
- b. Sustain Existing Efforts - For projects under development, funding to a logical milestone should be maintained to preserve the region's investment.

PROPOSED ODOT REGION 1 MODERNIZATION REDUCTIONS

ODOT Region 1 needs to cut \$26.04m

<u>Proposed Reductions</u>	<u>Action</u>
Hwy 26 (Cornell to 185 th)	Use remaining funds to Complete PE
I-5: Victory to Lombard II	Use \$1.2m for ROW and/or Scoping
Springwater	Savings - Change to Scope
Glencoe Improvements	Savings - Change to Scope
Veneer Lane to Paha Loop	Cancel Additional Work

\$26.040	

Hwy 26 – Cornell to 185th

The project has approximately \$1.1m in federal earmarked funds and the additional local funding necessary to complete all environmental and preliminary engineering work on schedule for construction in 2010-2013 STIP. Funding would need to be restored through the 2010-2013 STIP process or other sources to go to construction.

I-5: Victory to Lombard Phase II

The proposed reduction leaves \$1.219m in the STIP for protective ROW purchase and/or preliminary project development work.

Springwater

The remaining STIP funding is sufficient to design and construct the identified ODOT improvements to the existing at-grade intersection in coordination with the City of Gresham's improvements and complete the Interchange Area Management Plan.

Glencoe Road Reconstruction

The funds remaining in the STIP for Glencoe Road are sufficient to complete the Glencoe Interchange IAMP and environmental work, and to reimburse Washington County's funds for improvements to Glencoe Road.

US26 Veneer Lane to Paha Loop

This funding was originally designated for improvements between Langensand and Brightwood. Some of these funds were leveraged with type specific safety dollars for improvements to the corridor, including cable barrier and rumble strips. These funds represent the remaining balance.

Proposed ODOT Region 1 Modernization Reductions

Project Name	Metro MPO	Project Readiness	Leverage	Modernization	Reduction	Remaining Funds	Impact of Reductions
OR 217: Sunset Hwy - TV Hwy	Yes	Bid Date - March 20, 2008	34,406	\$ 2,885		\$ 37,291	
I-5: Victory Blvd - Lombard	Yes	Bid Date - February 1, 2008	45,300	\$ 26,137		\$ 71,437	
I-205/Mail LRT Unit 3	Yes	Under Construction	Yes	\$ 5,572		\$ 5,572	
I-5/I-84 Analysis	Yes	Continue Planning & Analysis Work		\$ 400		\$ 400	
Troutdale/Marine Dr Ext	Yes	Funded IAMP & Environmental	223	\$ 500		\$ 723	
I-5: Wilsonville Interchange	Yes	Funded Phase of Construction 2010	3,500	\$ 8,000		\$ 11,500	
US 26: Access to Springwater	Yes	Funded Construction 2010 + IAMP	Bundle w/ City Work	\$ 5,000	\$ (1,000)	\$ 4,000	Revised Scope Savings
I-5: Victory Blvd to Lombard Ph 2	Yes	Substantial Construction Shortfall		\$ 7,000	\$ (5,781)	\$ 1,219	Acquire ROW
US26: NW 185th Ave - Cornell Road	Yes	Not Started	4,031	\$ 14,481	\$ (14,481)	\$ 4,031	Keep PE on Schedule for Construction in 2010-13 STIP
US26: Staley's Junction Improvement	No	Construction 2008	7,011	\$ 4,979		\$ 11,990	
US30 @ Van St.	No	Funded Construction 2010	500	\$ 5,912		\$ 6,412	
US 26: Veneer Lane to E Paha Loop	No	Not Started		\$ 1,661	\$ (1,661)		Additional work cancelled
US26: Sunset Hwy @ Glencoe Road	No	Funded Through IAMP & EA	Bundle w/ County Work	\$ 3,533		\$ 3,533	Finish IAMP & EA
Glencoe Road Reconstruction	No			\$ 3,117	\$ (3,117)		
				\$ (26,040)			

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)	RESOLUTION NO. 08-3891
PORTLAND REGIONAL FEDERAL)	
TRANSPORTATION PRIORITIES FOR)	
FEDERAL FISCAL YEAR 2009)	Introduced by Councilor Rex Burkholder
APPROPRIATIONS		

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region's Congressional delegation has advised the region's transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution at their regular meeting on (date approved by JPACT); now therefore,

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 09 Federal Transportation Appropriations Request List" and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this ___ day of February 2008.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

FY '09 Federal Transportation Appropriations Request List			
Project Type/Name	Appropriation Request (\$million)	Source	Purpose
Regional Highway Earmark Priorities			
Columbia River Crossing (ODOT)	\$ 5.00	Interstate Maintenance Discretionary	Final Design
Columbia River Crossing (WsDOT)	\$ 5.00	Interstate Maintenance Discretionary	Final Design
Total	\$ 10.00		
Regional Transit Earmark Priorities			
South Corridor I-205/Portland Mall LRT Project (T/M)	\$ 80.00	FTA 5309 New Starts	Construction
Portland - Streetcar Loop Project	\$ 40.00	FTA Small Starts	Construction
TriMet Bus Replacement	\$ 8.00	FTA 5309 Bus & Bus Replacement	Replacement
Lake Oswego to Portland Transit Project DEIS	\$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville	\$ 2.00		
Total	\$ 134.00		
Regional Support for Local/Agency Priorities			
ODOT:I-5/I205 Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: Airport Way/I-205 Northbound Access	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: I-84/257th Ave. Troutdale Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Metro: Pacific University TOD Project	\$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	\$ 1.50	TCSP	Construction/Planning
Portland: NE Cully Blvd. Street Improvement	\$ 1.60	Surface Transportation Projects	Construction
Portland: Eastside Burnside/Couch Couplet	\$ 2.50	Surface Transportation Projects	Construction
Gresham: Springwater/US 26 Industrial Access	\$ 5.00	TCSP; STP	Construction
Milwaukie: Kellogg Creek Bridge Replacement	\$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	\$ 2.00	STP	Construction
Washington County: I-5/Highway 99W Connector	\$ 10.00	STP	Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	\$ 0.75	NHS	PE/DEIS
Total	\$ 32.35		
Non-Transportation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	\$ 29.00	Energy & Water	Construction
Multnomah County: Beaver Creek Culverts	\$ 5.00	Energy & Water	Construction
Total	\$ 34.00		
Regional support for OTA Transit Priorities			
South Clackamas: Bus Replacement	\$0.50	FTA 5309 Bus	Replacement
City of Sandy: Bus Replacement & Facility	\$ 1.00	FTA 5309 Bus	Replacement/Facility
City of Canby: Bus and Bus Facility	\$0.95	FTA 5309 Bus	Replacement/Facility
Total	\$2.45		
Regional support for Washington/Clark County Priorities			
Note: SW Washington projects to be inserted here			
Total			
Grand Total - Transportation Appropriations	\$212.80		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3891, FOR THE PURPOSE OF
APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR
FEDERAL FISCAL YEAR 2009 APPROPRIATIONS

Date: December 11, 2007

Prepared by: Andy Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '09 appropriations bill. Next year, the focus will be on the new six-year authorization bill.

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: opening the Wilsonville to Beaverton commuter rail and completing construction of the I-205/Downtown LRT. Project development is also underway for the next LRT corridor to Milwaukie and streetcar to the Eastside and Lake Oswego. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the Columbia River Crossing Corridor through a multi-modal project. Furthermore, for the first time, this resolution proposes the Columbia River Crossing as the region's highest priority for funding through the Federal Highway Administration. This is in recognition of the regional and national significance of the I-5 corridor and this segment, particularly relating to the impact on movement of freight. The intent is to have a preferred alternative for the Columbia River Crossing defined through the NEPA process in 2008 to allow the region to seek designation in the next authorization bill as a "Project of National and Regional Significance." Designation of the Columbia River Crossing as the highest regional highway priority is not intended as an exclusive priority to the exclusion of funding for other projects. In addition, it is in recognition that it may be the priority at this point in time but another project will be designated as priority in the future, much like the multi-year, multi-project approach to implementing a regional light rail system. Finally, designation of the Columbia River Crossing as priority is with the understanding that the analysis that is underway will likely lead to identification of improvements beyond the project area that may need to be addressed in the future.

Beyond these regional transit and highway priorities, the resolution endorses a list of priority projects for earmarking through the federal highway appropriation from throughout the region. To ensure this resolution is limited to the highest priorities, the list is limited to no more than two projects per agency or subregional group of local governments. Included in the list are two priorities from Metro: A TOD project in partnership with Pacific University in Hillsboro by the Metro Planning Department and trail projects by the Metro Parks and Greenspaces Department. In addition this resolution endorses the project requests outside Metro's boundary from the transit districts surrounding Metro in Oregon and developed by the Southwest Washington Regional Transportation Council.

This FY '09 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region). Each member jurisdiction has limited their requests to two priorities each.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.
2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 07-3831A, Approving the Federal Component of the 2035 Regional Transportation Plan.
3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 09-10 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 08-3891 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '09 Appropriations Bill.

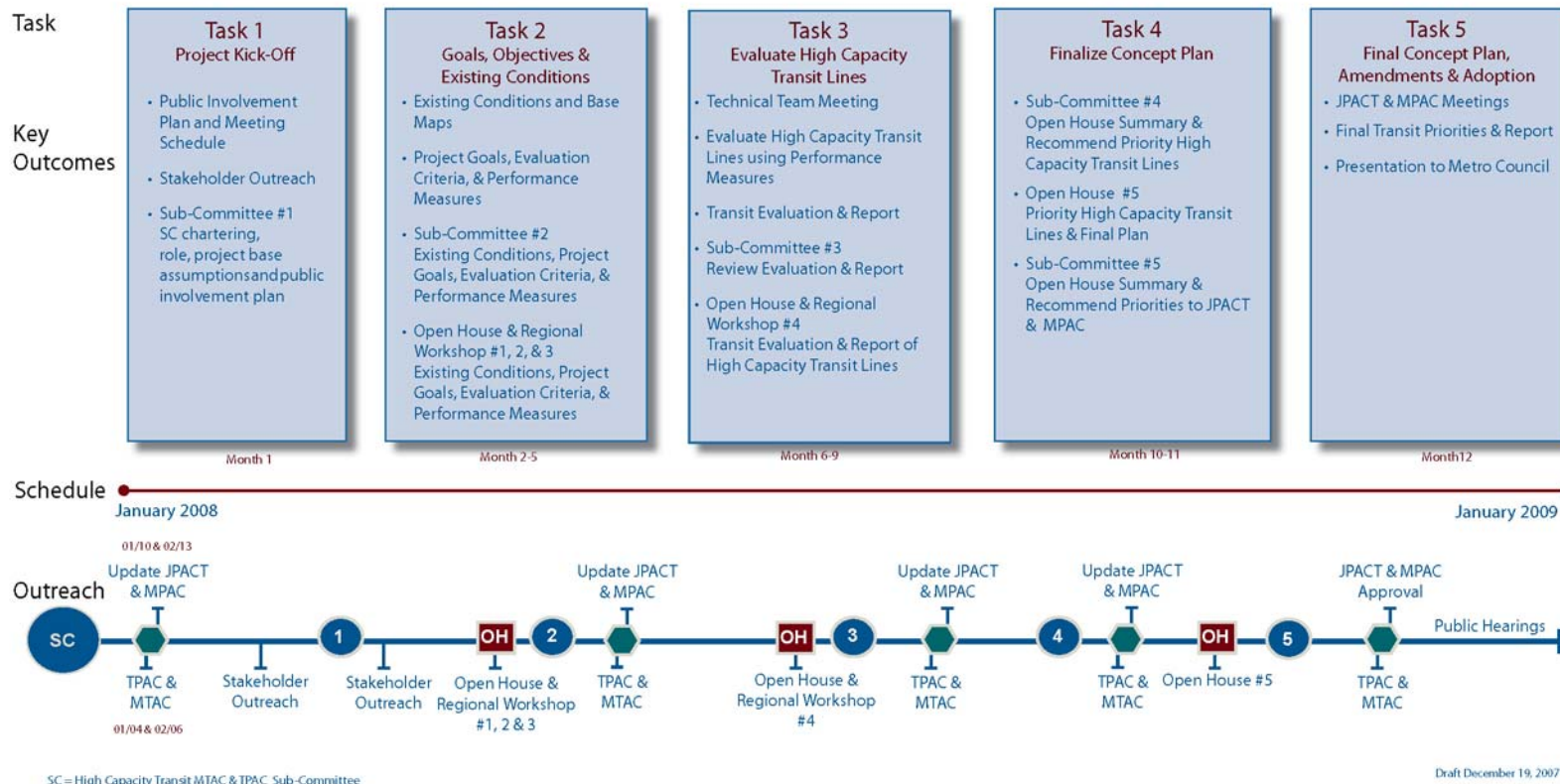
High Capacity Transit Plan Introduction

JPACT

January 10, 2008

DRAFT 12/07

High Capacity Transit Vision Work Plan Summary

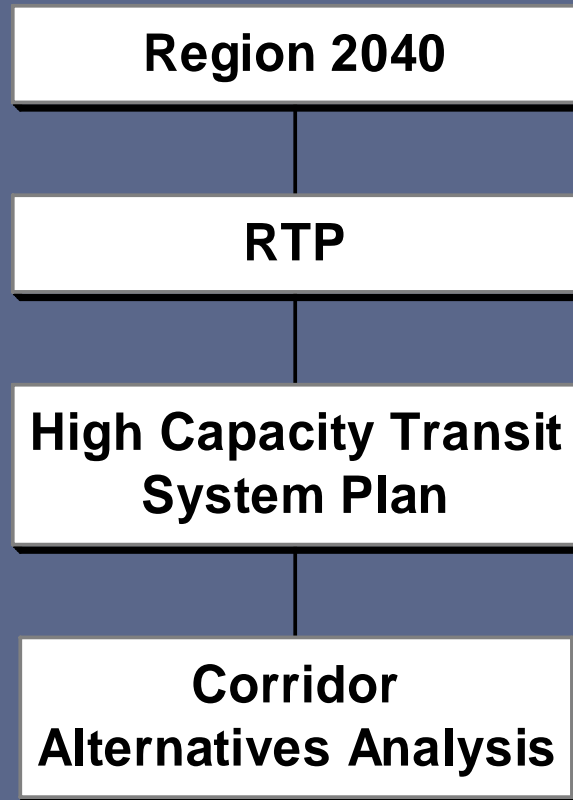


January 10, 2008

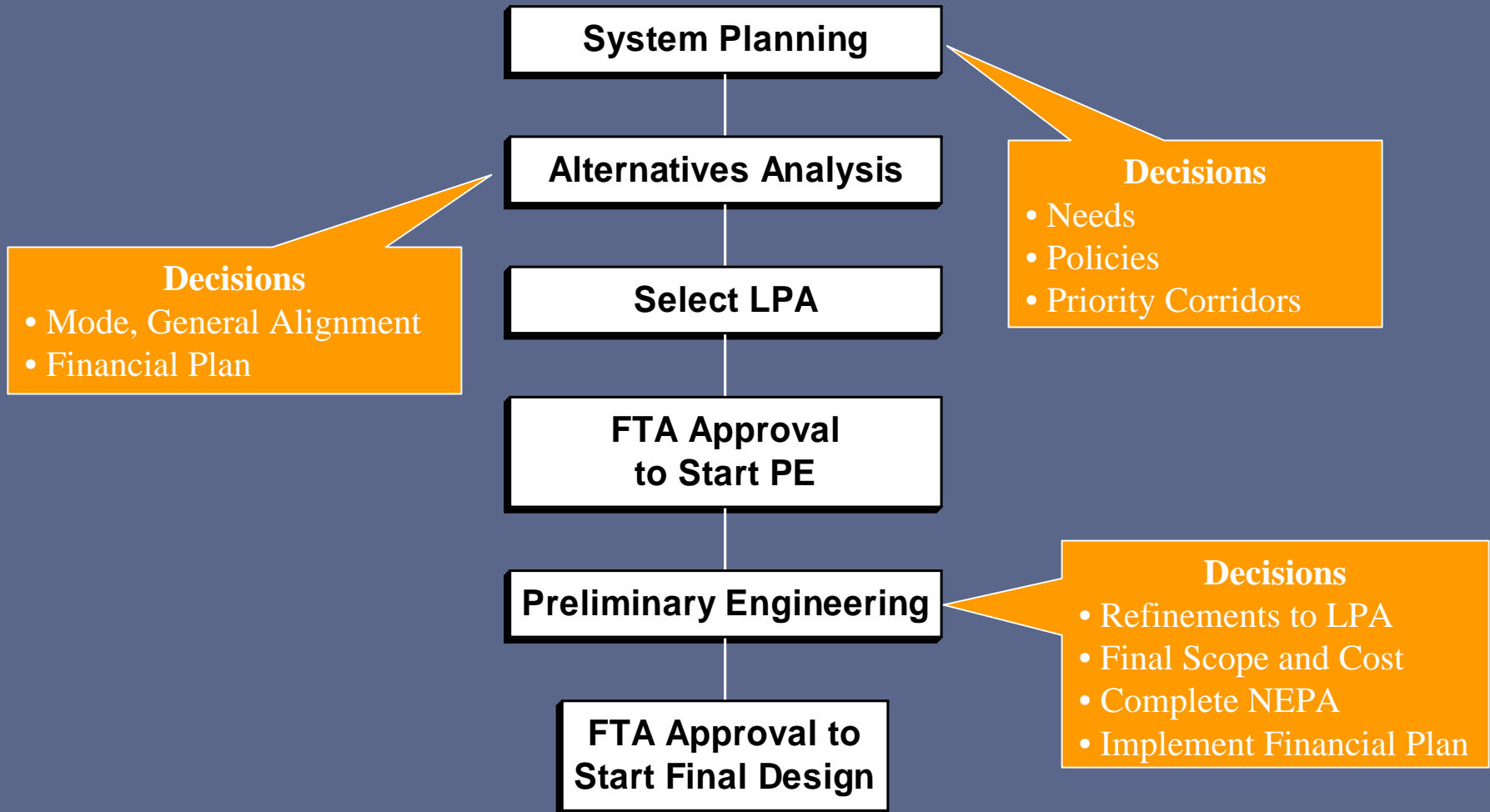
High Capacity Transit Plan



Metro Planning Process



FTA Process



RTP Goals

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Goal 2: Sustain Economic Competitiveness and Prosperity

Goal 3: Expand Transportation Choices

Goal 4: Emphasize Effective and Efficient Management of the Transportation System

RTP Goals

Goal 5: Enhance Safety and Security

Goal 6: Promote Environmental Stewardship

Goal 7: Enhance Human Health

Goal 8: Ensure Equity

Goal 9: Ensure Sustainability

Goal 10: Deliver Accountability

HCT Work Plan

Considerations

- System-wide
- Corridors
- Connections to centers and main streets
- Extensions of existing rail lines
- Circulation
- Operational fixes
- Capacity and Speed
- Downtown Portland - throughput and speed
- Neighboring Cities

Resources

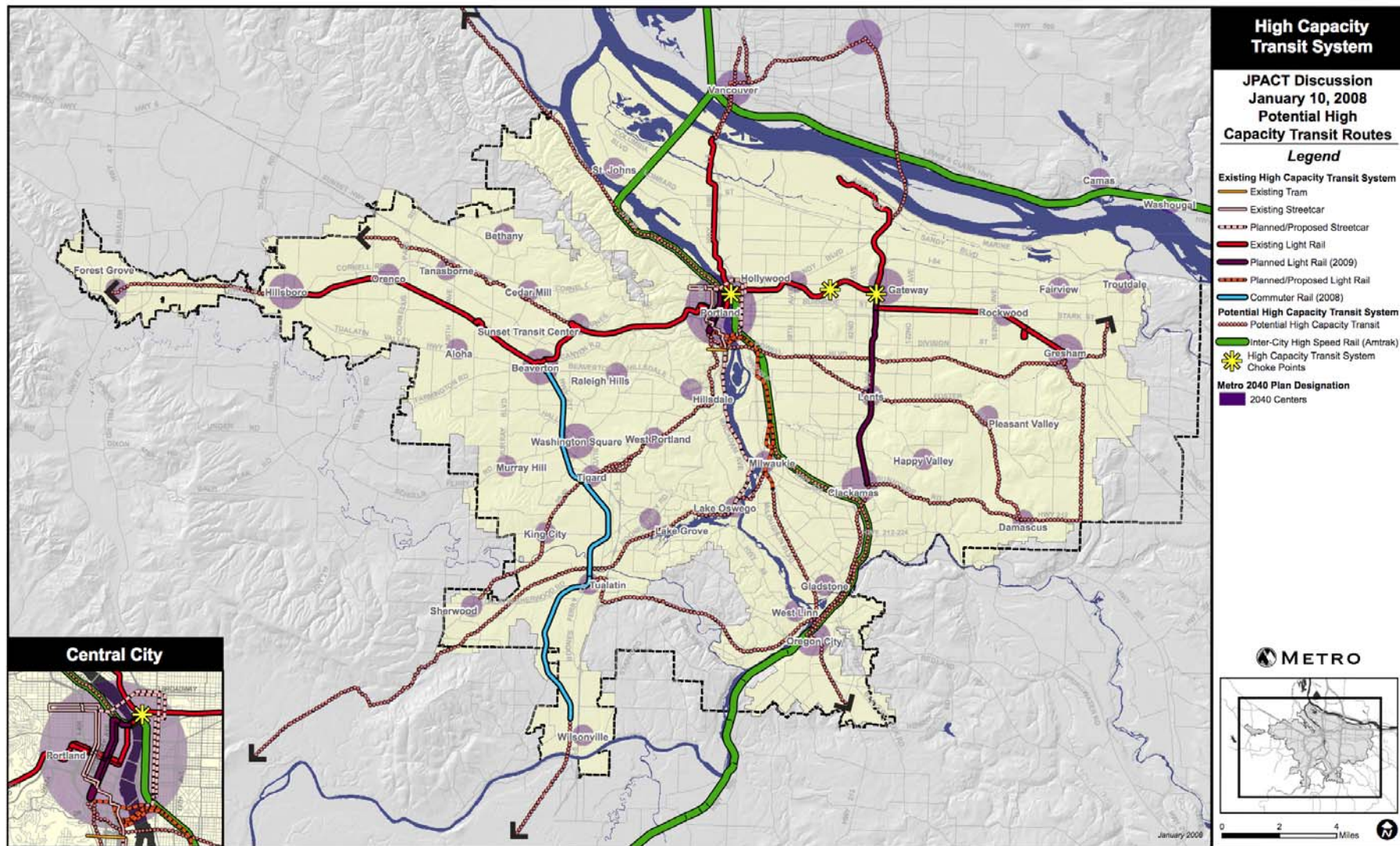
- FTA
 - NEPA: TSUB, Alternatives Analysis, EIS
- ODOT
 - State Rail Plan
- Metro
 - Metro Council Goals & Objectives
 - Federal & State RTP Update
 - Performance Based Growth Management
 - Commuter Rail Plan

Resources

- TriMet
 - Transit Investment Plan
- City of Portland
 - Streetcar System Plan 2008
 - Peak Oil Strategy 2007
 - Local Action Plan on Global Warming 2001
 - Global Warming Progress Report 2005
 - Bicycle Master Plan 2008
- LEED Neighborhood Development Pilot

Base Performance Measures

- Land Use
- Economic Development
- Cost
- Ridership
- Discussion



January 10, 2008

High Capacity Transit Plan



Materials following this page were distributed at the meeting.

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RECOMMENDED ACTION

Approve Resolution 08-3891 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '09 Appropriations Bill.

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503-797-1916 | FAX 503-797-1930



METRO

DRAFT

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION RETREAT

DATE: February 1, 2008

TIME: 8:00 A.M. – 1:00 P.M.

PLACE: Oregon Zoo, Skyline Room

8:00 AM 1. AGREEMENT ON AGENDA

8:30 AM 2. PURSUIT OF FUNDING MEASURES

2.1 Review of Polling

Adam Davis

2.2 Discussion of Options for Local, State and Regional Funding Measures
Intended Outcome: Agree on how to work together on local, regional
and state funding measures

10:30 AM 3. BREAK

10:45 AM 4. WASHINGTON DC TRIP PLANNING

4.1 Discussion of Project Priorities

4.2 Meetings with Reauthorization Interest Groups

11:45 AM 5. BREAK FOR WORKING LUNCH

12:00 PM 6. COMMITTEE OPERATIONS

6.1 JPACT Agenda Planning for 2008

6.2 Meeting Date (Second Thursday at 7:30 a.m.?)

1:00 PM 7. ADJOURN

NOTE: Lunch will be provided for members and alternates

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916. e-mail: Newellk@metro.dst.or.us
To check on closure or cancellations during inclement weather please call 503-797-1700.*

Transportation Funding Needs	Spring 2005	Spring 2007	Spring/Fall 2008	Spring 2009	Fall 2009
Highways, Roads and Streets					
Major Freeway Expansion	OTIA 1, 2, 3			'09 Legislature	
Spot Freeway and State Highway Projects	OTIA 1, 2, 3			'09 Legislature	
ODOT Bridges	OTIA 3				
Urban Arterial Projects	OTIA 1, 2, 3				Regional Ballot
Willamette River Bridges					
ODOT Maintenance and Preservation	OTIA 1, 2			'09 Legislature	
City/County Maintenance and Preservation			City/County adoption of vehicle registration fees, street utility districts	'09 Legislature	
				Lift the cap on local vehicle registration fee	
Transit					
Light Rail Construction		Lottery funds from '07 Legislature			Regional Ballot
Service expansion operating cost					
Green Buses					Regional Ballot
Elderly & Handicapped Service				'09 Legislature	
High Speed Passenger Rail Service				'09 Legislature	
Other Modes					
Bike/Trail construction					Regional Ballot
Boulevards					Regional Ballot
Transit Oriented Development					Regional Ballot
Regional Travel Options					
Non-Highway Freight Projects	Connect Oregon 1	Connect Oregon 2		Freight Rail	
DRAFT 1-10-08	<-----Past	Actions----->	<-----Potential	Future Actions ----->	

Transportation Funding Needs	Spring 2005	Spring 2007	Spring/Fall 2008	Spring 2009	Fall 2009
Highways, Roads and Streets					
Major Freeway Expansion	OTIA 1, 2, 3				
Spot Freeway and State Highway Projects	OTIA 1, 2, 3				
ODOT Bridges	OTIA 3				
Urban Arterial Projects	OTIA 1, 2, 3				
Willamette River Bridges					
ODOT Maintenance and Preservation	OTIA 1, 2				
City/County Maintenance and Preservation					
Transit					
Light Rail Construction		Lottery funds from '07 Legislature			
Service expansion operating cost					
Green Buses					
Elderly & Handicapped Service					
High Speed Passenger Rail Service					
Other Modes					
Bike/Trail construction					
Boulevards					
Transit Oriented Development					
Regional Travel Options					
Non-Highway Freight Projects	Connect Oregon 1	Connect Oregon 2			
DRAFT 1-10-08	<-----Past	Actions----->	<-----Potential	Future Actions ----->	